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The VOLUNTEERS

THE STORY OF THE U.S. COAST GUARD AUXILIARY

Wisberg, Elizabeth A.

THE VOLUNTEERS

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THE STORY OF

THE

U. S. COAST GUARD AUXILIARY

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MEMORIAL

PNACO Ellsworth A. Weinberg gave 30 of his 70 odd years dedicated to the United States Coast Guard Auxiliary and its purposes. He served in many elected and appointed offices, reaching the pinacle of "National Commodore" during the years 1964 - 1966.

From 1 January 1985 until his death on 10 December 1986, Commodore Ellsworth Weinberg held the office of Department Chief - Legal Affairs. It was during this time that he completed "The Volunteers".

Ellsworth Weinberg will be greatly missed by all who knew him. This book is published and dedicated to the memory of this outstanding Coast Guard Auxiliarist.

HIS FRIENDS AND FELLOW AUXILIARISTS

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INTRODUCTION

The name of this book, "THE VOLUNTEERS", has been selected because it best represents the spirit of the men and women who, throughout the history of the U. S. Coast Guard Auxiliary, have unselfishly served our country in both peace and war, giving not only of their time, talents and money, but also, in some instances, their lives, for the benefit of the citizens of this great country of ours.

"THE VOLUNTEERS" is not intended as a detailed history of the U. S. Coast Guard Auxiliary. Rather, it is intended as an overview, from its early beginnings, to the organization as it exists today.

The members have volunteered to serve, in the true spirit of those who founded this country. Safety on the waters along our coast lines has been assisted by those who voluntarily have lit fires along our shorelines and walked with lamps by night and watched by day, to warn vessels approaching our coast of impending dangers. They put to sea through pounding surf in small boats, propelled by oars, to rescue persons from stricken vessels, which went aground along the rocky shores of our Northeastern seaboard.

Today, the President of the United States has called upon all citizens to volunteer in this same tradition, to assist in many areas, in which the Government now provides services at high costs.

The men and women of the U. S. Coast Guard Auxiliary have been so serving since its creation, by an act of the Congress on June 23, 1939, and continue to do so to this day.

Although the number of registered pleasure craft have increased year by year, the number of boating accidents, as well as deaths resulting therefrom, have been decreasing. The members of the U. S. Coast Guard Auxiliary are rightfully proud of their many contributions to these results through their Safety Patrols, Search and Rescue, Courtesy Marine Examinations of Vessels, Public Education, continuing Member Training and the other authorized programs of the U. S. Coast Guard Auxiliary. All of these programs have served, in a very cost effective manner, to reduce the burden upon the U. S. Coast Guard, in the field of boating safety, saving much cost to the U. S. Government, and its citizens. This has released U. S. Coast Guard Cutters, and the personnel of the U. S. Coast Guard for other important duties.

This book will serve as a Commendation for the many thousands of men and women who have served throughout the intervening 46 years, and those who will serve in the years to come, in the U. S. Coast Guard Auxiliary.

Chris G. Lagen

Chris G. Lagen
National Commodore
United States Coast Guard Auxiliary

PREFACE

The material in this book was obtained from many sources. The author's files, public records, material in the public domain, interviews with individuals, and other sources; all of which are deemed to be reliable.

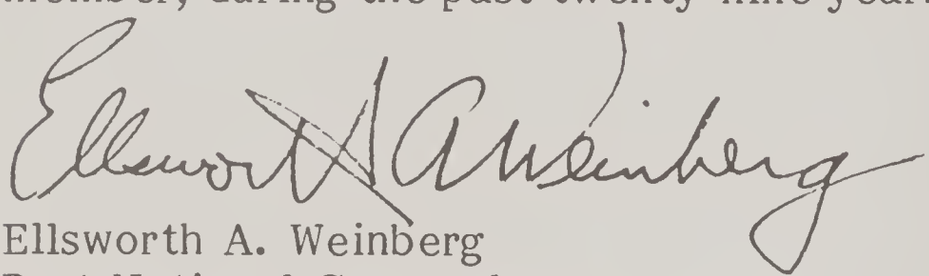
Thus the facts herein presented are considered to be authentic and faithfully reflect the events and facts as herein recorded.

The underlying effort in writing this book was not so much to write a history of persons, places and events, as to present the story of an organization, which, in many respects, is not only unique in character, but perhaps a forerunner of other organizations yet to come into being.

The United States Coast Guard Auxiliary is an instrumentality of the United States Government, an integral part of the Federal Government; composed of civilian volunteers, who give freely of their time, talent and means, in the pursuit of its statutory mandate, as set forth in the Federal Statutes creating the United States Coast Guard Auxiliary.

While every effort has been made to present all data in an accurate manner, and to include all major historical information, any material supplied to the author, which is deemed to be corrective, or of major importance, will appear in any future additions of the book.

It would be difficult to give due credit to each of the many sources of information for the material contained herein. Rather, the author would give credit to those who had the foresight to create this organization. The Congress for enacting the necessary legislation, and to the men and women who built the organization, brick upon brick; thankful for the privilege of being permitted to add to the total, at least one brick, as a member, during the past twenty-nine years.



Ellsworth A. Weinberg
Past National Commodore,
U. S. Coast Guard Auxiliary
1986

If many faultes in this book you fynde,
Yet think not the correctors blynde;
If Agros heere hymselfe had beene
He should prchance not all have seene.

Richard Shacklock....1565

CHAPTER ONE

CREATION OF THE VOLUNTEERS

I remember, when in graduate school, asking a professor, who was rather short of temperament and long in the pursuit of the truths expounded by the law, the question, "how does one begin to write a contract?" I expected that I would learn from his long experience and wisdom, something about the means of researching the facts, studying the law involved, determining the desires of the parties, determining those things which should be included and those which should be excluded, in the sometime strange, (to the layman), but powerful language of the law.

Instead, he answered my question in three words -"At the beginning!"

So it is, we will begin at the beginning.

Rear Admiral Thomas Molloy, USCG, was addressing a group in New York City on January 18, 1939 on the theme of small boat safety. During the previous year the U. S. Coast Guard, as the agency of the United States charged by Congress with maintaining pleasure craft safety standards, had reported 14,000 assistance calls from the pleasure boating public and 8,600 rescues, the highest in the history of the Coast Guard. At that time there was a total of 300,000 registered motorboats and 4,000 sailing vessels.

In 1983 there were an estimated total of 9,165,000 registered motorboats and auxiliary yachts, and a total of 85,796 calls for assistance. The U. S. Coast Guard Auxiliary responded to nineteen (19%) percent, of the total calls for assistance. This reflects the growing role of the U. S. Coast Guard Auxiliary. In the future, as the need increases, it is expected that the percentage of the assistance, by the U. S. Coast Guard Auxiliary, to all type of motorboats, sailing vessels, and auxiliary yachts, will greatly increase. The members of the U. S. Coast Guard Auxiliary are trained, prepared, and ready. THE VOLUNTEERS wait to be called upon!

The total number of persons assisted, on our waterways, including lives saved by members of the U. S. Coast Guard Auxiliary, in 1983, was 45,260. In this effort, THE VOLUNTEERS gave 24,123 hours of unpaid time, using member owned vessels and aircraft, to assist these persons, and save lives. The lives saved are beyond value. The total property value of vessels assisted was $33,056,000 in 1983 ($192,809,000 in 1985).

This does not include the many additional thousands of unpaid hours devoted to Public Boating Education, Courtesy Marine Examination of vessels, time spent in undergoing advanced training, to better prepare themselves to assist the public in times of emergencies, and in the many other programs of the U. S. Coast Guard Auxiliary. Yes, these are THE VOLUNTEERS.

The members of the U. S. Coast Guard Auxiliary performed nineteen (19%) percent of

the total workload of the U. S. Coast Guard in on the water patrols and search and rescue operations in 1983, and this is expected to increase with the growing demand upon the U. S. Coast Guard in other areas of activity. The number of calls for assistance from the boating public continues.

How many assistance calls were prevented, because of the U. S. Coast Guard Auxiliary's Public Boating Education Programs, the Courtesy Examination Program, Safety Patrols, and other programs, cannot be determined. However, the declining rate of assistance calls, and boating related accidents, over the last several years, attest to the effectiveness of such programs.

Admiral Molloy, in his address in New York, citing the growing number of assistance calls from motorboats and auxiliary yachts, stated there was a real need for safe seamanship. Also, recalling the distinguished service of civilian boating groups in World War I, he told his audience: "Should a similar crisis arise in our national life again, your boats and your experience will be needed."

It was out of these two concens: the increasing calls for assistance from small boats and the growing crises of the clouds of war hanging over Europe, that the U. S. Coast Guard Auxiliary was born, out of an Act of the Congress, as a nonmilitary Reserve.

Also, on the Pacific side of our country, the same thoughts were occurring. LCDR Malcom Stuart Boylan, met with LCDR C. W. Thomas, on the Coast Guard Cutter Hermes in

Los Angles Harbor. From this meeting came the concept of a Reserve.

Shortly thereafter, LCDR Malcom Stuart Boylan cruised to Catalina Island with LT F. C. Pollard, then serving under LCDR Thomas.

Later, LCDR Malcom Stuart Boylan wrote to LT F. C. Pollard, ".....the thought has come to me that the Coast Guard, alone of all the armed services, has no organized reserve.....A Coast Guard Reserve would be an excellent thing to perpetuate its traditions, preserve its entity and, more particulary, to place at the disposal of Coast Guard officers, auxiliary flotillas of small craft, for the frequent emergencies incident to your prescribed twenty-two (defined duties), and countless unexpected duties....."

This letter became known as the "Founder's Letter", which crystallized the suggestions for a Reserve.

Admiral Russell R. Waesche, then Commandant of the U. S. Coast Guard, became the principle moving force to undertake the formation of such a Reserve. A Coast Guard Reserve bill was drafted and forwarded to Congress early in 1939, with the support of the Treasury and Commerce Departments. At that time, the U. S. Coast Guard served under the Treasury Department, in time of peace.

In support of the new bill, Acting Secretary of the Treasury, Steven P. Gibbons, told the House of Representatives, on April 24, 1939, that "The Coast Guard had felt for some time a definite need for such an organization to

assist in the performance of its duties... ....such as the conduct of regattas and marine parades...which might require facilities beyond those available to the regular Coast Guard." Also, he stated, "The proposed organization would...promote closer compliance with the laws." Secretary Gibbons stressed the Treasury's opinion that the Reserve was fully justified.

Admiral Russell R. Waesche, the Commandant of the Coast Guard, in support of the new bill, in speaking to the House of Representatives, cited its purposes as "Safety at sea and upon the navigable waters of the United States, and particularly the promotion of efficiency in the operation of motorboats and yachts." He stated, "The idea is to form a Coast Guard Reserve whereby...owners of boats and yachts will enroll. The establishment of a reserve means the enlarging of the facilities of the Coast Guard, without any expense whatever to the Federal Government."

On June 23, 1939, Congress created the Coast Guard Reserve (53 Federal Statutes 854), with the stated aims:

"To assist the Coast Guard.

"To promote efficiency in the operation of motorboats and yachts.

"To foster a wider knowledge of and better compliance with the laws, rules and regulations governing the operation of motorboats.

"To promote safety and effect rescues on and over the high seas and navigable waters.

"To facilitate other operations of the Coast Guard."

Large numbers of United States boatowners became members of this nonmilitary Reserve, enrolling in the USCG Reserve instruction programs, written by the U. S. Coast Guard.

Soon, Coast Guard Headquarters established advanced member training programs, for continued training of the members.

The "Miracle" of Dunkirk, in which 900 pleasure boat owners and operators and other small craft, all civilians, dramatically assisted the rescue of the remnants of the British Expeditionary Forces from certain destruction, became a signal to their American counterparts of their value in time of war, as well as peace.

The growing dangers of war alerted the Coast Guard to the need for a military Reserve, as well as the existing nonmilitary Reserve.

On February 19, 1941 Congress amended the original Reserve Act, as the "Coast Guard Auxiliary and Reserve Act", creating a new military Reserve and renaming the original Reserve, the "Coast Guard Auxiliary." (Federal Statutes, Title 14, Part II).

The original purposes of the nonmilitary Reserve, were retained. (Federal Statutes, Title 14, Section 822).

Even before the passage of the revised Act of 1941, in a little publicized hearing the Commandant, Admiral Russel R. Waesche, had told a Senate Sub-Committee on Commerce

that the U. S. Coast Guard's urgent need for more patrol boats, stating, "we need immediately about 270 yachts and motorboats, about 40 feet to 90 feet, brought into active service with average crews of from five to six persons. Both boats and personnel would be enrolled as temporary members of the newly created military Reserve."

Once again, the members of the renamed "U. S. Coast Guard Auxiliary responded, and enlisted both their boats and themselves in the Temporary Reserve. Thus, the members of the civilian Reserve, renamed the U. S. Coast Guard Auxiliary, became members of the military Reserve, as the clouds of war became ever darker and closer to the shores of our country.

At the same time members of the renamed U. S. Coast Guard Auxiliary continued their peace time efforts with a growing number of members.

Instances of rescues made by the members of the U. S. Coast Guard Auxiliary were increasing rapidly, and the reports thereof were being recorded. Most Coast Guard Districts were ringed with flotillas.

Also, members were receiving instruction in first aid, gunnery, navigation, seamanship, signaling, radio communication, practice in night maneuvers, evacuation drills, and lifesaving; in addition to the studies and examinations required to become members and undertake the advanced member training, previously established.

Thus the members of the U. S. Coast Guard Civilian Reserve, renamed the U. S. Coast Guard Auxiliary, and many new members of the military Temporary Reserves, were prepared when the news of the tragedy of Pearl Harbor spread throughout America. More than most civilians, THE VOLUNTEERS, were ready for the struggle to preserve the freedoms for which the Minute Men of another generation of American civilians had fought and won.

CHAPTER TWO

THE WAR YEARS

The harbor was full of ships, lying hull to hull, their masts were like a forest across the fifteen-mile stretch of Delaware Bay, between Cape May, New Jersey, and Cape Henlopen, Delaware. All hemmed in by the wolf packs of German submarines that lay await outside the harbors, ready to strike at any vessel that ventured to sea.

The ships were oil tankers, so filled with oil their decks were almost awash, little colliers bound from Norfolk, their holds full of the soft coal for the war plants of the East; deep water freighters carrying rubber from the Amazon jungles, quinine from Ecuador, tin from Bolivia, and coastal freighters carrying needed supplies to fuel the factories turning out needed war materials.

All had two things in common. They carried the raw materials needed to manufacture the supplies not only for our own Army and Navy, but also for those of our Allies, who were sorely pressed on every side. They were held at bay by the enemy U-boats lurking outside, ready to sink any vessel which ventured forth.

Russia was besieged along an eighteen hundred mile front, and depended upon American industry for much of the vast supply of military equipment needed to face the well

equipped Nazi forces, which were pressing forward on all fronts.

The British army in Egypt, facing Marshal Erwin Rommel's veteran armored forces, was also in immediate need of all types of equipment and supplies; the planes, tanks and guns, which could only come from America to turn back Rommel's thrust against the Suez Canal and Cairo.

Half way around the world, China was fighting with few modern weapons, against a well equipped enemy.

All were forced to depend upon the United States as the "ARSENAL OF DEMOCRACY".

Yet much of the material needed to fuel the factories in this "Arsenal of Democracy", lay in the holds of ships in harbors and ports throughout the East Coast and the Gulf of Mexico.

Even in the Gulf of Mexico, few skippers dared leave port, for some of the submarines had managed to slip by our air and naval bases in the West Indies, and had sunk our shipping at the mouth of the Mississippi River, and elsewhere in the gulf.

This was indeed a dark hour in the history of American shipping. The American Flag, which had proudly flown from the masts of United States vessels in every port of the world, was held at bay, and even denying us the use of our own waters.

With our coast lines unprotected, the submarines operated at will, often surfacing and sinking unprotected merchant vessels with their deck guns, rather than using their supply of torpedoes. Their guns were more powerful, and of longer range, than those of the few patrol vessels then available.

Spies and saboteurs were active along the entire Atlantic coast. Radios ashore were sending information, regarding shipping, to the submarines lying just off our coast, and some of the submarines came in close enough to receive signals by blinker light.

Eight highly trained Nazi experts in the art of sabotage came ashore from submarines in rubber boats, carrying with them enough explosives to demolish some of our largest ammunitions plants. Four landed on Long Island and others in Florida. Had it not been for members of the U. S. Coast Guard Auxiliary, some then in the temporary military Reserve, the saboteurs, all of whom had lived in this country previously and spoke English fluently, might have melted into the population of large cities without detection. All were rounded up and six of them were subsequently executed.

Those ships, which attempted to put to sea, were being sunk within sight of the beaches, blackened by the oil from vessels which had been sunk by the raiders. Boatloads of survivors from these stricken vessels came ashore all along our coastline. A mute reminder of America besieged.

American naval construction had concentrated on large ships of war, and there were few

patrol boats or other naval vessels capable of dealing with the threat, posed by the submarines, to the sorely needed supplies carried by these merchant vessels.

At first the sinkings were one a week, then rapidly expanded to one or more per day!

Citizens from Maine to Florida and in the Gulf of Mexico watched as our ships went down within easy sight of our coast line. They could also hear the gunfire and sound of detonating torpedoes. So close, that along the coast one could see the mast of the stricken vessels, lying on the bottom, mast raised out of the water, toward the sky, in mute evidence of the devastation being wrought on our merchant fleet.

Our Naval fleet was spread thinly throughout the world, in both the Atlantic and the Pacific, and the Navy, for security reasons, could not reveal the extent of damage to our fleet in the Pacific.

Our supply lines were very long. Over 8,000 miles to our troops in Australia, who had been on the way to the Philippines, when it was invaded by the Japanese, and the long hazardous crossings to England and to the Allied forces in Egypt.

Our once proud merchant fleet had been skillfully impounded in the harbors and bays along our coast, and, of those that ventured out, few made it past the waiting submarines.

The Navy, out of necessity, imposed strict censorship on the sinking of our merchantman, and even when the sinkings were within sight of

harbors, denied that they had taken place, to avoid giving information and satisfaction to the enemy.

The submarines became more bold as time passed, and one, at least, penetrated the St. Lawrence River, and sank two allied ships en route from Quebec to sea.

Ranged against this formidable array of naval might, Vice Admiral Adolphus Andrews, USN, Commander of the Eastern Sea Frontier, had at his disposal only a handful of wooden-hulled subchasers, left over from World War I, five old Ford-built Eagle boats, three ocean going yachts, that had been pressed into service, and less than a dozen good Coast Guard ships, to cover an area from Halifax to Key West and along the Gulf of Mexico.

The Navy, with its available ships, had to choose between guarding its ever growing supply lines to the far outreaches of the Pacific and England, or withdraw, and protect our own coasts against the enemy and allow our own troops, and those of our Allies, to remain unprotected and without supplies; leaving them at the mercy of the Axis armed might.

They chose the former, and hoped for time to acquire sufficient additional vessels of the proper type to take on the defense of America and its merchant fleet, so badly needed to transport the necessary supplies and materials to our factories manufacturing the supplies required, not only by our armed forces, but also those of our Allies, to defend the world against the Axis on all fronts.

VESSELS SUNK ALONG OUR COAST

A grim reminder of the dark period when the U-boats drove America's shipping from our own waters. "So close to our coast lines, that one could see the mast of the stricken vessels, lying on the bottom, mast raised to the sky, in mute evidence of the devastation being wrought on our merchant fleet."

A MIRACLE not unlike the one at Dunkirk, occurred.

At this time there were more than 11,000 members of the U. S. Coast Guard Auxiliary in over 190 Flotillas, with more than 9,500 boats; their numbers growing almost daily as they were trained, not only as members of the U. S. Coast Guard Auxiliary, but also with the Auxiliary's established advanced training. They also received additional training needed in the defense of our coast line and our country.

The members of the U. S. Coast Guard Auxiliary, formerly called the Civilian Reserve, were then under the Director of Reserve and Auxiliary, Commander Merlin O'Neill, and they were ready for immediate duty and fired with the same zeal as the Minutemen of another generation.

From the yacht clubs and marinas along our coast came these civilian reserves, who, it was said, "went out to sea in "cockleshell boats" to do battle with an enemy which was threatening not only America itself, but denying the necessary tools of war to our Armed Forces and those of our Allies.

They came from every place in our society, day laborers, lawyers, clerks, shopkeepers, doctors, craftsmen, and many others, all with experience in small craft handling, seamanship, piloting, and with excellent local knowledge of the areas of the coast in which they were operating. Some had years of experience in small craft, others, with less experience, received training, upon becoming members of the growing U. S. Coast Guard

Auxiliary. Some became members of the military temporary reserve, others remained as the civilian reserve, the U. S. Coast Guard Auxiliary.

They painted the gleaming white hulls battleship gray. Some put aboard a hand gun or two and some had rifles, and others had no weapons at all.

"Cockleshells" indeed, in the face of at least 100 huge trans-Atlantic submarines each armed with deck guns and other artillery, machine guns, other small arms, and crews of at least 65 highly trained men, making up a total force of at least 6,500 off the coast of America!

But though their craft were mostly unarmed and fragile, in the face of such a formidable foe, they were above the moral and determination of the forces they faced.

For more than two years they fought. Their story, will rank in history with that of the brave men of Concord and Lexington - and it needs to be told.

A feature in the July 1943 issue of Motor Boating stated: "No single instrument of warfare, except for the airplane, has changed the strategy of war today as much as the motorboat. . . . ."

The sailing vessels had their place also. Known as the Corsair Fleet, they cruised noiselessly, and so were invaluable in submarine spotting.

On February 19, 1941, Congress created the Temporary Reserve Act, the primary purpose of

THE CORSAIR FLEET

The eighty-four foot pleasure schooner Mendham, owned by Leonard B. Wheeler, of Boston, a member of the U. S. Coast Guard Auxiliary, outward bound to hunt enemy submarines during the critical early period of World War II. Note "CGR-1004" on the bow.

which was to release regulars and regular military Reserves for sea and combat duty. In June, 1942, the Congress further amended the Coast Guard Auxiliary and Reserve Act, authorizing enrollment of Temporary Reserves for part time duty, in full military status, with or without pay.

The major source of these civilian sailors was the U. S. Coast Guard's original Reserves.

In May of 1942, Admiral King, USN, directed the Commander of Eastern Sea Frontier to acquire the "maximum practical number of civilian craft in any way capable of going to sea in good weather for at least 48 hours . . . . to operate along the 50-fathom curve of the Atlantic and Gulf coasts, particularly where submarines are found to be concentrated . . ." The members of the U. S. Coast Guard Auxiliary, as members of the Temporary Reserve, or as members of the U. S. Coast Guard Auxiliary, volunteered boats and manpower en masse.

The U. S. Coast Guard also turned directly to the members of the U. S. Coast Guard Auxiliary, its former civilian Reserve, who had not joined the Temporary Reserve. The first, of many such vessels of the U. S. Coast Guard Auxiliary, manned by its crew, was the Two Pals, which left from the 3rd District Coast Guard Station of Fort Tilden. She was soon joined by others, and they began patrolling an offshore area from Manasquan to the eastern tip of Long Island on routes averaging over 12,000 miles a month. It became a security pattern duplicated in all of our Naval Districts.

CHAPTER THREE

THE COCKLESHELL FLEET

General Gage, commander of the British Garrison in Boston, could not have been more astonished, when he saw his troops surrounded by thousands of armed farmers, than the submarine commander, when he saw a small, gray painted motorboat steering straight for his conning tower, as he lay surfaced deep in the shadows beneath Hillsboro Light, on a dark night in the spring of 1942.

It was his first contact with a new generation of Minutemen, who, like their forebears, had risen up from their civilian pursuits to strike at this new threat to the liberty of their country.

For months, the Nazi skipper and his fellow raiders had operated off our shores with impunity, blasting one cargo vessel after another without so much as a glimpse of an American Naval vessel or airplane.

So embolden had they become at the paucity of our defenses that they now dared to lie openly, as in this instance, within shouting distance of the palm-fringed beach, close to the Hillsboro Yacht Club docks.

It was only a short distance above that location, that four German saboteurs, armed with explosives, incendiary bombs disguised as lumps of coal, and detailed drawings of the

war plants, in which they expected to deposit them, came ashore that same night, in a rubber raft from a German submarine, possibly the same one.

There off the Hillsboro Light, where the Gulf Stream swings to within three miles of the Florida shoreline, southbound merchant ships were accustomed to run close inshore to avoid the Gulf Stream's four knot northerly current. The bottleneck between that watery bend and the shore made an ideal hunting ground for the prowling U-boats, for through it traveled the bulk of the southbound coastal traffic.

Within only a few miles of there, German submarines had attacked and sank five allied vessels in forty-eight hours. The Eclipse, DeLisle, Amazone, Java Arrow and Halsey; two of them oil tankers.

It was a fertile field, and the submarine lay in wait for its next victim, in the slack water beneath the lighthouse. Torpedo tubes, though still masked behind watertight doors, faired into the U-boat's hull, were loaded, and deck guns had been uncovered and ready to fire, awaiting the next target.

Captain Bill Lewis was at the helm, having left Indian River, he put to sea, heading up the coast from Ft. Lauderdale, in Frank Raymond's forty-six foot Mathews cruiser, Diane.

The gray war paint, which covered the once gleaming white sides of the cruiser, was barely dry and this U. S. Coast Guard Auxiliary vessel was on the prowl.

For nearly forty years Captain Bill had cruised Florida's waters, in fair weather and foul. Game fisherman that he was, he never failed to thrill at the leap of a marlin, the shrill whine of a reel, or a slack line suddenly tautened by the rush of a tarpon.

Tonight he was after the biggest game of all.

Every dark spot in the clear, blue water, caused by the grasses of the ocean bottom, seemed to hide a lurking submarine; every tiny ripple on the calm surface appeared as the wash of a periscope. Every little bay and cove came in for the sharpest scrutiny, but the keen-eyed, experienced boatman found nothing amiss.

Her silver wake shimmered in a smooth, rolling ribbon behind her as the Diane, cruising along at a comfortable fifteen knots, ran past the Hillsboro Light, eleven miles north of her home port.

Suddenly, George Amon, at watch at the bow strained his eyes as he called softly to Bill, "Bill", he said, "I think there's something on the surface there under the light!"

"Damm if I don't think you're right", Captain Bill replied, at the same time putting his wheel hard over to run closer in, for, blinded by the half million candlepower of the beacon, he still could not make out the shape lying in the big pool of darkness beneath.

Scott Sandy left his post at the radio and squinted around the edge of the cabin for a better look.

All at once, the outline of the huge submarine seemed to leap at them out of the darkness. She was all of 300 feet long, with a five-inch gun on her forward deck, a smaller one aft, and at least two still-lighter general purpose weapons on her armored conning tower. Too much submarine, thought Sandy, for a little, unarmed craft like the Diane.

"Cut your engines", said Sandy, in Lewis's ear, "and lie here while I radio the Coast Guard base. Maybe they haven't spotted us and we can stay here on watch until they get a plane to take care of that fellow."

The U-boat, however, appeared to have some way on her and while Sandy called the base, Captain Lewis, instead of stopping, poured it on until the Diane' engines were turning up their full twenty-four knots as her twin screws bit hungrily into the water, sending her bow high and her stern deep into the trough. The silver ribbon of a wake turned into an angrily boiling "V" as the speedy little boat bore ahead, dead on the sub's conning tower.

"She'll be gone before we can get any help from the base", shouted Bill, "I'm going to try to ram her."

Now Bill was not a professional fighting man, but in his heart burned the spirit which flamed in the breast of John Paul Jones when he turned the blazing cannon of his little sloop, the Bon Homme Richard, on the mighty frigate, Serapis. John Paul Jones was outgunned ten to one, and his batteries were silenced by the frigate's broadsides when he sailed into the teeth of death, to take her by boarding.

Lewis hesitated no more than did the Jonas Parkens and Caleb Harringtons and Ashel Porters, when those patriots, in buckskin shirts and homespun jackets, made their valorous stand, armed only with hunting rifles and fowling pieces, against Gage's well equipped and highly trained regulars on Lexington Common, 167 years before.

Men and women, down through time, when defending their country, liberty, justice and the right to be free, are a match for any well equipped, trained regulars who fight only because they are trained to do so, and not in defense of the freedoms and the love of country, the citizens of the United States have come to know and share.

Knowing full well that a collision between the Diane and the sub could result in splintering the motorboat's wooden hull, and that the possibility of damaging the U-boat was slight, Captain Bill still took that long chance that they might damage the sub enough that she would have to remain on the surface long enough to give the Coast Guard time to reach and destroy her.

As he neared the undersea giant, he heard the hoarse voice of a klaxon horn from somewhere down in the guts of the sub, and made out the dim shapes racing across the slatted deck toward the forward gun.

One blast from that gun, and the Diane would chase no more submarines, but the Diane bore in, closer, and closer yet. Then a guttural order snapped from the navigating bridge atop the conning tower, the shadowy figures around the gun dived for a hatch, and the submarine

got underway with a sudden burst of speed, her wake boiling behind her.

Lewis threw his wheel hard to port and for nearly a mile they raced, the little cruiser gaining slowly, as she bucked in the rolling wash of her slim, gray quarry, as they approached deeper water. The crew of the Diane continued to chase the sub as they looked for an airplane or a larger vessel in response to their call to the U. S. Coast Guard.

Then the U-boat crash dived and disappeared in a sea of bubbles, followed by a torrent of sea language from the Captain and crew of the Diane.

Up and down the coasts of the United States, similar dramas were being enacted as these daring, knowledgeable boatmen with their little craft, sometime armed with Springfield rifles, hand guns, or no arms at all, churned the seas along the coasts with the beat of thousands of propellers, as they plowed their way back and forth along the hundred fathom curve, which runs in a wavy course from Halifax to the Florida Keys.

Also, these private craft, manned by the U. S. Coast Guard Auxiliary, the U. S. Coast Guard's first reserve, roamed the U. S. coast bordering on the Gulf of Mexico.

Not knowing it, these small craft of the U. S. Coast Guard's civilian Reserve, the U. S. Coast Guard Auxiliary, and those of them who had joined the Temporary Reserve, often serving together, were creating the miracle, which would give the Navy time they had

hoped for, to build the much needed additional vessels of a type to take on the home defense.

The churning propellers up and down the long Eastern coast line and in the Gulf of Mexico, made the waters of our coast line safer for the merchant fleet, because they kept the U-boats down, their Captains not knowing whether or not the sounds they heard were ships of war ready to drop "ash cans" to blow them out of the waters, merchant ships or these "pleasure craft" now part of the defense of this great nation. It did keep the U-boats down, and thus an unknown number of the Merchant ships escaped the wolf packs to transport their cargo to the United States factories, which were the "Arsenal of Democracy" for our troops and that of our Allies.

The names of some of these members of the U. S. Coast Guard Auxiliary are legend, and are recorded for all to know, but it is not of them we write, but of one of the most unique organizations ever created by Congress. Born out of an Act of the Congress, at the request of the Department of the Treasury and the U. S. Coast Guard, as a civilian Reserve to "Assist the U. S. Coast Guard. . .", for many nonmilitary purposes, its name changed to "U. S. Coast Guard Auxiliary," when the military Reserve of the U. S. Coast Guard was created, but with its original purposes unchanged, and called upon at a time of the greatest threat to our shores; its members performed with outstanding valor, against a background of boating experience and training, learned in the years before the war, and instantly ready, when called upon at a time when our country, and our Allies, were in great need.

THE VOLUNTEERS

Members of the U. S. Coast Guard Auxiliary, who slapped a coat of battleship gray on their private vessels and went down to sea to do battle with the submarines. With no arms aboard but perhaps a Springfield rifle or a Colt automatic. But they carried the greatest weapons of all. The spirit of Lexington and Concord and the perseverance of Valley Forge. With their determination and the aid of radio telephones, they spotted and reported lurking submarines and their churning propellers help keep the enemy at bay. The numbers and names on the "cockleshell fleet" were not uniform. Some had numbers and the letters "U.S.C.G.R.", some had no numbers or name, and some painted "Coast Guard," on the sides. Whatever they chose, they all were THE VOLUNTEERS, the U. S. Coast Guard Auxiliary.

They did their job, and they astonished not only the U-boat skippers, but also some of the officers of our own Navy and Coast Guard, with the efficiency they displayed in their knowledge of seamanship, piloting, small boat handling, and their bravery.

Neither the Army or the Navy had the means at their disposal to put up a fight against the wolf packs, or even against the lone raiders, but THE VOLUNTEERS fought the Battle for the American coast lines, for two years, until the Navy had the vessels and manpower to take up the defense. And, by then, the most troublesome dangers had passed. Again, the Minutemen of a new generation had fought the enemy, not with pitchforks, knives and hunting muskets, but with "Cockleshells" and hand guns and Springfield rifles, and, most of all, with the courage and knowledge of small craft handling, seamanship, piloting, and local knowledge of our coast lines.

No longer were the hidden factories all over the Reich, and in occupied territories, turning out prefabricated submarines day and night, and every week assembling them so that they could slip out of their "pens" at Lorient and Brest, France, and Emden and Wilhelmshaven, in Germany, to steal across the Atlantic to what was once a happy hunting ground -- America.

Others also joined in this great effort. The Civil Air Patrol, a volunteer organization, which was incorporated, after the war, by an Act of the Congress, in 1946, as a private corporation, added their own courageous efforts to this fight against those U-boats threatening the United States and its coast

lines. These flying Minutemen also did much to keep the enemy submarines at bay. However, that is another story, and here, we are relating that of the U. S. Coast Guard Auxiliary.

Our merchant fleet, the now famous "Liberty Ships", began to come out of the ship builders yards, all over America, at the rate of five a day. Small woodworking shops, and builders of small craft, began turning out PC and YP boats.

Our merchantmen were being armed with guns and gun crews, as quickly as the guns could be built and the crews trained.

The might of America, and her people, were beginning to be felt in this struggle for freedom and democracy. Thus the nation came together, as in World War I, and the other wars which had preceded it, to face the common enemy.

During this period, of our country at war, THE VOLUNTEERS performed many other useful services.

It was not only the churning propellers which kept the U-boats down. The many sightings of the submarines, which were reported by radio, from this armada of civilian boats, which sometimes led to the sinking of those lurking U-boats, that also made the members of the U. S. Coast Guard Auxiliary a valuable part of this important aspect of defending America. Another important aspect of their service was the rescue of survivors from torpedoed vessels; and it was in that field that these skippers again proved themselves invaluable to the U. S. Coast Guard, the U. S. Navy, our

merchant fleet, and to America. Large numbers of these survivors lived because of the quick, efficient action of members of the U. S. Coast Guard Auxiliary.

As an example, Commander William Mansfield's crew put to sea from Miami, summoned from their homes on the night of May 14, 1942. They went to sea to find the torpedoed Mexican tanker Porto de Llano wallowing in flames in the middle of the Gulf Stream. The vessel, and its cargo, were set ablaze by an incendiary "fish", and oil was afire on the surface of the water surrounding the ship.

The vessel's crewmem leaped into that inferno, and many died instantly. A few, however, by diving, surfacing and splashing and diving again, managed to stay alive and work their way to the edge of the ring of fire surrounding the vessel.

The U. S. Coast Guard Auxiliary boat approached to the very edge of the flaming oil and took aboard those who had survived, from what would have otherwise been an agonizing death, and were sped back to a waiting Red Cross mobile hospital unit ashore. Had it not been for those aboard that U. S. Coast Guard Auxiliary boat, all would have perished.

So, too, were the survivors of the Gulfpride, off Barnegat Inlet, when a torpedo blasted her amidships. Saved by members of the U.. S. Coast Guard Auxiliary, under flotilla Commander Donald Applegate. Hardly had the echo of the shattering blast died away before the telephone warning system, previously set up by the flotilla, was in

operation. The flotilla members were quickly routed from their beds, and their boats steamed to the rescue. Within twenty-two minutes, every living survivor was ashore and drinking coffee at a Coast Guard Lifeboat Station, thanking the members of the U. S. Coast Guard Auxiliary.

The flotilla members did not know it, at the time, but all the while their boats were chugging about the scene of the wreck, the raider, which had fired the torpedo, was lying quietly on the bottom, just beneath their throbbing propellers, and soon afterwards, was to sink yet another victim from the same "stand."

Again, the members of the flotilla were called upon to make yet another rescue. Commander Applegate, a peace-loving Toms River real estate dealer, took his little fleet of boats on their second rescue cruise in twenty-four hours. The same U. S. Coast Guard Auxiliary flotilla was to perform a third rescue, within a short distance of the other two -- and this time was to have the satisfaction of seeing the U-boat, which had destroyed those three merchantmen, blasted out of the water by a pair of blimps from the nearby Lakehurst Naval Air Station, assisted by a flight of Army bombers.

Meanwhile, up and down the coast, the same type of rescues were repeated over and over again. While there is no exact count of the number of survivors thus saved by the U. S. Coast Guard Auxiliary, the number was large. And, whenever there was a sinking, the members of the U. S. Coast Guard Auxiliary were there.

In the Delaware Bay, they were aiding in the rescue of the crew of the J. R. Williams, a big seagoing tug, under charter to the Navy, which struck a mine and sank just outside the mouth of the Delaware River, not far from the spot where the U. S. S. Jacob Jones, an old four-stacker destroyer of World War I vintage, was torpedoed with a loss of one hundred and thirty men shortly before.

Off the Delaware Capes, and all along the Eastern Shore, past Cape Hatteras, on the Carolina coast, and on down to Florida, and in the Gulf of Mexico, these little gray boats of the U. S. Coast Guard Auxiliary, carried on their patrols and were ready to respond instantly to distress calls, and aid their larger sisters of the U. S. Coast Guard.

"To facilitate the operations of the Coast Guard", read their statement of purposes in the Federal Statutes. And that they did. Living up to that avowed purpose in the fullest measure. Not only did they implement the war against the U-boats directly, but also aided indirectly in taking over many of the responsibilities of the regular Coast Guard, thus relieving thousands of trained men for offshore duty.

Every little bay and cove along the Atlantic seaboard had its stories of rescues effected by the U. S. Coast Guard Auxiliary; rescues which but for THE VOLUNTEERS, would have devolved upon the other part of the U. S. Coast Guard family, the regulars, and kept them from more pressing duties elsewhere.

There was the time David Grimes, vice president of Philco Radio and Television

Corporation, and a member of flotilla 126, rescued a seventeen-year old boy, who became exhausted while trying to swim to a buoy, moored fifty yards offshore at Barnegat Inlet. Grimes later gave his life for his country, when he was killed in the crash of an Army transport plane, in Ireland.

Yes, although the country was at war, and the U. S. Coast Guard Auxiliary was fighting the enemy and rescuing survivors of vessels stricken by the U-boats, it was also still pursuing its purposes: "To assist the U. S. Coast Guard in promoting safety and in effecting rescues on and over the high seas and on navigable water; to promote efficiency in the operation of motorboats and yachts; to foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts; and to facilitate other operations of the U. S. Coast Guard."

Another little known service performed by the crews of the U. S. Coast Guard Auxiliary, was that in spotting and reporting lurking submarines, which provided valuable information to Naval intelligence, which aided the Navy in directing ships away from the more dangerous areas, and provided information which led to the later destruction of a number of the U-boats.

But for the efforts of THE VOLUNTEERS, many crewmen would have gone to their death, and many more merchant ships would have been sunk, and more U-boats would have been left to stalk and sink our dwindling fleet of merchantmen.

There was humor too, some of it not so serious, and some more serious than the members of the U. S. Coast Guard Auxiliary would like to admit.

Sometimes, one may take a conservative business or professional man and put him on a horse, or in an airplane, or in the cockpit of a boat and he will become a brand new personality.

That is the way it was with Maurice Cole, as quiet an individual as ever thumbed a volume of law, when he was in his Atlantic City law office. The Coast Guard Auxiliary had turned him into an untiring and enthusiastic submarine hunter.

Maury Cole's law clients would have hastened to find a new attorney, had they seen him that day, thirteen miles out in the Atlantic off Absecon Inlet, whooping crazily, as he tugged at a three-quarter-inch manila line with a large and very active submarine at the other end of it.

It happened while he was on a salvage mission in his 38-foot yacht, Monjoie II, then enrolled in Flotilla 11, and on active duty in the rescue patrol. Ordered to grapple for the wreckage of the 80-foot "YP" boat which had sunk off the Atlantic City shore a few days before, Maury was dragging the hook when he snagged something moving beneath the surface.

"Maybe it's a whale," said Ernie Nolte, a tall, thin electrician from Atlantic City, who was at the helm. "Make your line fast to a cleat and we'll hitch a ride."

As the line grew taut and the little craft picked up speed, Nolte exploded: "By gosh, it is a whale!"

By this time the Monjoie was laying a wake worthy of a Gold Cup racer and Maury, sprawled on the bucking foredeck, was pulling frantically at the line trying to take in slack and bring his quarry to the surface.

Then he saw the periscope break the water.

"Ray," he shouted. "We've hooked a sub!"

"Yeh," retorted Ray Jeffries, "but what are we going to do with it?"

The fact that the little yacht and her unarmed crew were entirely at the mercy of the huge raider of the sea never occurred to them, as they hung on while reporting to the Coast Guard base by radio.

It apparently never occurred to the U-boat skipper, either, for when he turned the periscope's Cyclopean eye aft and spotted the Monjoie, her owner and his crew, bravely decked out in gray war paint, "pursuing" him, he crashed dived.

Luckily the line parted, or the Monjoie, her owner and crew would have followed him down.

Maury Cole had the good fortune to see two subs and scored an assist in the sinking of the second. He, and Wilbur Bishop, also an Atlantic City attorney, were on patrol off Great Bay, when a submarine surfaced not seventy-five yards away.

BLIMPS AND THE VOLUNTEERS

The little blimp, for many years the step-child of America's Navy, became one of the most potent weapons against the raiders, often responding to reports of sightings of submarines by members of the U. S. Coast Guard Auxiliary, and dropping depth charges which sank the U-boats. It was a team effort.

"We've had it," said Bishop, who was getting his first sight of a U-boat, and, he added, "it's big as a house."

The only weapon aboard the Monjoie at the time was a swab, but while Bishop was notifying the Coast Guard via radio, Maury headed toward the sub and followed along in its wake, fearful the big undersea craft would get away before the Coast Guard could get an aircraft or vessel to the scene.

They thus traveled along, with the Monjoie behind, until suddenly the sub crash dived. The reason was not long in becoming apparent. Overhead came a big, fat patrol blimp, which dropped depth charges. The oil slicks that followed confirmed the fact that the U-boat fleet numbered one less than before.

As exciting as Maury Cole's hook-and-line adventure was, the experience of Willard Lewis, the Ft. Lauderdale boat skipper, one spring morning in 1942, is worth re-telling.

Lewis was on patrol in "Doc" Holman's 38 foot week-end cruiser, now painted gray.

Off the Port Everglades buoy, near the Florida coast, he was turning in the requested one-half hourly reports to the Coast Guard base, and was ordered to look for survivors from a tanker, which had been torpedoed an hour before, just over the horizon.

Lewis, and his crew, Bill, did not find the torpedoed ship, which, they subsequently learned, had managed to make her way into port despite a huge hole in the bow.

But they did find the submarine.

About a mile off their port bow they saw the U-boat surface and then dive again, like a gigantic porpoise. Swinging the wheel over, he nursed his converted automobile engine up to its top speed, and chugged along, at all of twelve knots, toward the spot where his quarry had disappeared.

A few minutes later, the sub rose again, ran along the surface a short distance, and once more slid out of sight.

It was evident from her erratic actions that the gun crew of the tanker, with which the sub had exchanged scores of rounds, had managed to land a shot which damaged her diving planes -- the huge flippers which jutted out from each side of her bow.

"We've lost her," said Lewis, when the U-boat failed to re-appear after a fifteen minute interval. "The Coast Guard base will never believe us," he said.

But, a few minutes after that, there came a crunching impact which lifted the little cruiser clear out of the water, and Bill and the skipper went tumbling to the deck.

As the little craft settled back with a wrench of cracked planking and a fearful groan from her undersides, Lewis crawled over to the gunwale and looked down upon the shadowy outline of the U-boat as it slid back into the depths of the water and disappeared.

The little craft limped back into port with a cracked keel, and when they hauled her out,

THE END OF AN ENEMY U-BOAT

An enemy submarine, sinking, after being hit by bombs. The surviving crew are being taken aboard a small vessel, as the U-boat settles slowly by the stern. Many of the enemy seamen were taken prisoner from crippled submarines.

COAST GUARD FAMILY STRIKES THE ENEMY

Spotted by the crew of a Coast Guard Auxiliary vessel, an enemy U-boat is forced to the surface by depth charges, and its conning tower is blasted by a five-inch shell from a Coast Guard cutter, while the machine gunners aboard the Coast Guard cutter keep the area around the submarine's deck guns under fire to prevent the gun crews from manning their weapons. A crew member of the submarine may be spotted taking cover in the lee of the conning tower.

they found streaks of blue and black paint along her bottom — paint manufactured, without a doubt, in the I. G. Farben chemical plant in Mannheim, Germany.

And, Lewis had no problem convincing the men at the base about the sub.

Members of the U. S. Coast Guard Auxiliary, furnished their own boats, and served upon them without pay. They regarded it as a duty to their country, these volunteers.

Most of their boats were equipped with two way radio, which was a useful tool for tasks they undertook.

Ranging far out into the ocean, these erstwhile members of the U. S. Coast Guard Auxiliary, formerly called U. S. Coast Guard Reserves, whose job description called for safety at sea, search and rescues and boating education, had become skippers of war ships, small and unprotected by armor and guns.

Yet they did their job -- and performed it well.

There are hundreds of stories about the vessels and the members of the U. S. Coast Guard Auxiliary, which occurred during this period, all worth telling. But this is a story of an organization, not a history of its men and women. But these few examples do serve to give some insight of the U. S. Coast Guard Auxiliary, the U. S. Coast Guard's first Reserve, and its role in World War II.

Not to be overlooked was another unique program, which ended in another amendment to the U. S. Coast Guard Auxiliary and Reserve Act. On November 23, 1942, the Act was amended to provide for a Women's Reserve, known as SPARS, (from the Coast Guard motto: Semper Paratus; Always Ready). The name was the idea of Captain Dorothy Stratton.

The SPARS also served with distinction.

There is yet another little known story about the service of members of the U. S. Coast Guard Auxiliary that should be recorded.

After the threats to our own coast line had been overcome, a number of the members of the U. S. Coast Guard Auxiliary volunteered to serve in the Small Ships Branch, Water Transport Division, Transportation Corps, United States Army.

Often referred to as "MacArthur's Navy"; these members of the U. S. Coast Guard Auxiliary shipped out to New Guinea and other far away places in the Pacific, to operate small craft in support to General Douglas MacArthur's long fight to save Australia and regain control of the islands taken by the enemy at the beginning of the war in the Pacific, and finally free the Phillippines.

The following was supplied by Mr. Ed Dennis, presently an editor for Motor Boating & Sailing, and reprinted here with his permission.

Mr. Dennis introduction reads as follows:

"THE SAGA OF THE

SMALL SHIPS"

"The story of that valiant band of seamen, gathered from the rocky banks of Maine to the Gulf of Mexico and from the entire length of the Pacific Coast, in answer to their Country's call to man the small ships no others would sail -- their tale of hardships, perils, and accomplishments will some day be recorded for posterity by one of that band. Quoting Captain Walter B. Walker, at Oro Bay, Papua, New Guinea in 1943."

"They served . . . sailed and died with the noble dignity of free sailors."

A large number of these men were members of the U. S. Coast Guard Auxiliary, as was Mr. Ed Dennis, a member of U. S. Coast Guard Auxiliary, Flotilla 1101, of Far Rockerway, Long Island, New York. Organized prior to World War II, the members served during the war, either as members of the Coast Guard Auxiliary or joined the Temporary Reserve during the war.

Some, like Ed Dennis, (a marine diesel engineer), not content when the enemy was driven from our shores, became a part of that little known band of experienced small boat skippers and crews, of "MacArthur's Navy".

General Douglas MacArthur's historic fight for island after island in the Pacific and the re-taking of the Phillippines is another story of

American heroism that will live in history. A part of that history, is that of members of the U. S. Coast Guard Auxiliary. Trained and ready to serve, they again proved the need for, and the value of, well trained small boat sailors. Should tragedy strike again, the men and women of the U. S. Coast Guard Auxiliary will be ready to defend the precious freedoms of our country at home and abroad.

General Douglas MacArthur said in March, 1942, "We will defend Australia in New Guinea."

But General MacArthur needed boats for transportation of men and supplies.

As Ed Dennis has written:

"There were no ships available from the Navy, and there were no sailors to man the vessels they did not have. So General MacArthur was left to secure the coast of Papua and recapture Buna, New Guinea, as best he could with whatever water transportation he could scrounge.

"Thus the fleet of small ships was born and quickly dubbed 'MacArthur's Navy.'

"The job of forming this flotilla of small ships fell to two citizens of the United States; Bruce and Sheridan Fahnestock, both of whom, it has been reported, were members of the U. S. Coast Guard Auxiliary. They were familiar with small craft and had made several National Geographic expeditions along the New Guinea coast and along Australia's Great Barrier Reef in their yacht, Director II.

U. S. Coast Guard Auxiliary Flotilla 1101 building, Far Rockerway, Long Island, New York. Picture taken on 4 July 1944. A number of the members of this Flotilla served in General Douglas MacArthur's "MacArthur's Navy", in the Southwest Pacific during World War II. Picture courtesy of Ed Dennis.

U.S. COAST GUARD
AUXILIARY
FLOTILLA 1101

Vessel of member of the U. S. Coast Guard Auxiliary, serving in the Coast Guard Temporary Reserve. Persons aboard, CPO Ludeman, the owner; Barney Rath, Boatswain Mate 2nd Class; and Ed Dennis MM 1st Class, all of U. S. Coast Guard Auxiliary Flotilla 1101. Picture courtesy of Ed Dennis.

CGR03203

U. S. Army A. T. S. in waters off New Guinea. A Part of "Mac Arthur's Navy," during World War II. Every member of the crew was a member of the U. S. Coast Guard Auxiliary. Picture courtesy of Ed Dennis.

"Commissioned officers in the U. S. Army, they scrounged the waters of Australia and New Zealand, buying, and otherwise appropriating, any and all types of small vessels, which could carry any kind of cargo.

"Manned by scores of members of the U. S. Coast Guard Auxiliary and other experienced small boatmen of the United States, they were hastily recruited and rushed overseas.

"Many were 'too old' to be enlisted in the other armed services, but none the less, they became General MacArthur's Navy, and fought and died; greatly assisting in the step, by tortuous step, advance to defeat the enemy and help win the war in the Pacific.

"Many like myself, saw enemy action along the Papua, New Guinea Coast, within a few months after signing up at the Army base in Brooklyn, New York;" Ed Dennis has written.

"These individuals early training was that which they had learned through courses taught by the U. S. Coast Guard Auxiliary, and it proved to be invaluable to the sorely pressed forces of General MacArthur.

"They were quickly indoctrinated into the fierce war being fought 'down under', by the low diving Zeros and the Betty bombers. Casualties were high, but these members of the U. S. Coast Guard Auxiliary fought alongside their comrades of the U. S. Army.

"Larger vessels were kept clear of the combat zones. They unloaded their cargo aboard the small ships for the long haul up the Papuan coast into the combat zones. These small

boats, and, sometimes, unfortunately their crews, were expendable."

Thus, still another chapter in the history of the U. S. Coast Guard Auxiliary was written in one of the bloodiest of the many fronts of World War II.

The need for the members of the U. S. Coast Guard Auxiliary in both time of peace as well as in time of war will always exist — and they are ready and prepared. Their many hours of continuous training, and actual experience in peace time search and rescue and safety patrols, in both vessels and aircraft, to this day, is indicated by the motto of the members of the U. S. Coast Guard Auxiliary family — Semper Paratus --Always Ready. We must add -- "A Proud Tradition --A Worthy Mission." We could not ask more from "THE VOLUNTEERS," who serve their country in both peace and war.

CHAPTER FOUR

PEACE RETURNS

As the long war came to an end, the reserves of our armed forces were returning to their civilian jobs, the factories of war were turning to the production of civilian goods, and the Nation was looking forward to a period of peace. THE VOLUNTEERS, the members of the U. S. Coast Guard Auxiliary, were returning to their peace time activities including the missions they had set upon on June 23, 1939, by mandate of the United States Congress.

There was at this time no National organization, as such. The membership was divided into flotillas, just as before and during the war, centered around Coast Guard Districts.

The organization varied somewhat from District to District.

But, the U. S. Coast Guard Auxiliary had its missions, the very same as when it became the first U. S. Coast Guard Reserve.

The U. S. Coast Guard Auxiliary's national education program was assisted by the establishment of the Coast Guard Auxiliary Press; established in New York in 1942. It produced no less than twenty-seven items, including 14 special U. S. Coast Guard Auxiliary publications ranging from "First Aid" to "Power Boat Engines."

The 3rd District, under LTCDR R. E. Tyrrell, USCGR, outlined a program which set out many of the present authorized activities of the Auxiliary, in furtherance of the mandate established by the Congress.

In proud recognition of the U. S. Coast Guard Auxiliary's wartime service, the Coast Guard Commandant, late in 1945, issued a commendatory statement: "The U. S. Coast Guard Auxiliary during the war years was indispensable. Many thousands of you served faithfully and loyally as members of the U. S. Coast Guard Auxiliary and as members of the temporary Reserve, performing hundreds of tasks and relieving thousands of Coast Guardsmen for duty outside the continental limits. The U. S. Coast Guard is deeply appreciative of your service."

"We will turn from the fervor and fever of war to the practical problems of peace . . . "; said Commander George H. Miller, USCG, 12th District, San Francisco.

The turn, forecast in 1946 by Commander Miller, brought the members of the U. S. Coast Guard Auxiliary from gratuitous wartime duties, afloat and ashore, through the hiatus of war time activities, to their vital services to the public and the U. S. Coast Guard in time of peace.

In mid 1947 there were 24,273 active members of the U. S. Coast Guard Auxiliary.

Gradually, the reconversion of the U. S. Coast Guard Auxiliary to peace time missions began in earnest.

At a vital conference at Headquarters of all Directors and Commodores, in Washington on March 19-21, 1946, the question of the peace time activities of the U. S. Coast Guard Auxiliary were detailed. From this it emerged as a self-disciplined group, guaranteed full U. S. Coast Guard cooperation and support, and with a determination to fulfill its mandate, through missions authorized by the Commandant.

In general, the new programs required:
(a) disenrollment of inactive members;
(b) re-establishment of facility ownership as a membership requirement;
(c) reorganization of District, Division and Flotilla levels; and
(d) intensification of activities.

Also, in 1947 the U. S. Coast Guard set out what was to become its four cornerstones; Operations, Vessel Examination, Education, and Fellowship.

All of these, approved by the Commandant, were in compliance with the statutory obligations of the U. S. Coast Guard Auxiliary.

In the same address in which he urged members of the U. S. Coast Guard Auxiliary towards the pursuits of peace time activities, Commander Miller said; "The paramount purpose of the U. S. Coast Guard Auxiliary is to promote safety and efficiency in the operation of all motorboats and yachts. . . Our method for accomplishing this service for fellow yachtsmen now embraced two fields-courtesy examinations and classroom instruction.

Since 1939 the members of the U. S. Coast Guard Auxiliary had been equipping their boats in accordance with Coast Guard safety requirements. The USCG Auxiliary now evolved its courtesy motorboat examination program for the general boating public. Known today as the CME (Courtesy Marine Examination), it became an important contribution to the safety of small craft at sea. This program was quickly Nationalized.

To complement the CME program, the U. S. Coast Guard Auxiliary quickly followed with its National Public Education Program, launched in January, 1948, at the New York Boat Show.

Two other cornerstone programs, Operations and Fellowship became defined in the 1950s.

The first, called upon members of the U. S. Coast Guard Auxiliary, after suitable instruction, to assist the U. S. Coast Guard in civil functions, particularly safety patrols, marine regattas, search and rescue missions, checking aids to navigation; and to cooperate with the U. S. Coast Guard in dealing with the press and the public.

Fellowship was seen as a means whereby the members of the U. S. Coast Guard Auxiliary could meet and exchange safe boating, educational, Search and Rescue and other ideas for the advancement of the U. S. Coast Guard, the U. S. Coast Guard Auxiliary and the U. S. Coast Guard Reserve, the "family" which makes up the U. S. Coast Guard.

In the meantime, the father of the U. S. Coast Guard Auxiliary, Admiral Russel R. Waesche,

retired in January 1946 and was succeeded by Admiral Joseph F. Farley as Commandant.

Across the land, from 1946 onward, members of the U. S. Coast Guard Auxiliary were responding vitally to the needs of the boating public. Members of Flotilla 315, Asbury Park, N. J., assisted in rescue work during a heavy 1946 gale.

The Second District, (Peoria, IL and St. Louis, MO), Flotillas played a major role in supplying flood relief during the great inundations of 1947. The Second District members of the U. S. Coast Guard Auxiliary effected 35 life-or-death rescues that year.

Division II of the First District proudly reported a breeches buoy rescue of crewmen from the wrecked collier, Oakley L. Alexander off Cape Elizabeth.

In year round boating areas, 12 month boating examination stations were established, such as the one in Los Angeles.

The first Vessel Examiner's Guide (CG 289) was authorized in December 31, 1953.

The national public education programs were growing, and by 1956 the U. S. Coast Guard had standard 8-lesson and 3-lesson courses.

Across the land, the number of members, as well as their efforts, were expanding rapidly.

The membership had expanded to San Juan, St. Thomas, St. Croix and Alaska, and soon thereafter, to Hawaii.

By 1953, after cleaning their rolls, the membership in the U. S. Coast Guard Auxiliary was 16,106 and this grew to 38,000 in 1976.

The creation of the National organization came in 1951, when Admiral Merlin O'Neill, the Commandant, gave his consent to the formation of the National organization and the election of a National Commodore.

The purposes of the National Board remained mostly one of meetings in which ideas could be exchanged, and exchanges between U. S. Coast Guard officers and the District Commodores could take place.

The first National Standing Rules were simple:

"1. The National Board shall establish a fund for its activities and projects, the funds for which are not furnished by the U. S. Coast Guard. The same shall be maintained by dues paid by the Districts.

"2. It shall be the duty of the Secretary-Treasurer to receive and pay out funds on the order of the National Commodore.

"3. The books of the National Board's Secretary-Treasurer shall be audited at or before each yearly conference by the Auditing Committee.

"4. Within sixty (60) days after his election the National Commodore shall submit a budget for the ensuing year to the National Board for its approval.

"5. The National Board shall hold its Annual National Conference between Easter and the

fifteenth day of May.

"6. The National Commodore shall appoint the following each year:

(a) The Ways and Means Committee, to consist of five members, at least three of whom shall be incumbent Commodores.

(b) Awards committee, to consist of three members, at least two of whom shall be incumbent Commodores.

(c) The Auditing Committee, to consist of two incumbent Commodores whose duty it shall be to audit the books of the National Board's Secretary-Treasurer.

(d) Special committees and individuals may be appointed by the National Commodore to consist of incumbent or past commodores.

(e) Following the annual election, the incumbent National Commodore shall remain in office for a period of 30 days.

"7. These Standing Rules may be amended at any yearly conference by the vote of two-thirds of the members present at said conference."

On December 18, 1957, the Coast Guard Auxiliary National Board, Inc. was incorporated for a perpetual duration, and approved by the Commandant.

Its purposes were, and are:

"Exclusively charitable, scientific, and educational. To assist any and all authorized

activities of the U. S. Coast Guard Auxiliary, an integral part of the U. S. Federal Government, as established by the Federal Statutes and authorized by the Commandant of the U. S. Coast Guard, and to further the general purposes of the U. S. Coast Guard Auxiliary. To receive by way of gift, devise, bequest or otherwise, money, funds, assets, real or personal property, to hold, invest, re-invest and expend funds, property and other assets, real, personal, and mixed, to further the purposes of this Corporation."

The remaining portions of the Articles of Incorporation are in accordance with accepted legal practices for nonprofit, tax exempt corporations.

From June, 1964, to September, 1966, the National Board and the Auxiliary underwent major changes.

The National Board assumed more responsibility for the overall functions of the U. S. Coast Guard Auxiliary, its Standing Rules were greatly enlarged and expanded, with the approval of the Commandant, Admiral E. J. Roland, to give the National Board more control and direction over the course of the U. S. Coast Guard Auxiliary as a National organization.

A national mailing list was constructed. A difficult procedure, as the District rolls were then not complete or up-dated.

Its National Publication was mailed directly to the membership, for the first time in the history of the U. S. Coast Guard Auxiliary.

This mailing list also lead to the ability of the National Commodore, and the Chief Director of Auxiliary, to communicate directly with the membership.

Advanced training leading to Auxiliary Operational Member (AUXOP) was divided into separate subjects, which could be studied and taken separately. Though the actual preparation and distribution of these books took several years to write, print, and distribute.

A National Program was devised and distributed annually, with goals set by National as a measure of progress by each District, Division and Flotilla.

Awards were established for the attainment of predetermined standards, for Districts, Divisions, Flotillas and individuals. For the first time, other than at an Annual Meeting, the leadership of the organization had the names and addresses of the National Officers, the District Commodores, the National Staff and the District Staff Officers. The organization was communicating on a National level, as well as on a local level, and the U. S. Coast Guard Auxiliary had indeed become a National Organization.

A table of organization was established and the concept of Vertical and Parallel Staffing, similar to that of large corporations, was devised and distributed and also incorporated into Coast Guard Manuals.

The Standing Rules of the National Board, and the By-laws of the Coast Guard Auxiliary National Board, Inc., were completely revised

and rewritten, with the consent of the Admiral E. J. Roland, then the Commandant of the U. S. Coast Guard, to establish for the first time, within the U. S. Coast Guard Auxiliary, a substantive National, cohesive organization; still dedicated to the purposes mandated by the Federal Statutes creating the organization, and in the form previously created by the Commandant of the U. S. Coast Guard.

New uniforms were devised and approval of the new uniforms and insignia was obtained from the Commandant. The correct method of wearing uniforms, insignia and ribbons was set out in a Uniform Manual.

The U. S. Coast Guard Auxiliary had come of age, and with it came new duties, responsibilities and standards.

CHAPTER FIVE

ORGANIZATION

The organizational structure of the U. S. Coast Guard Auxiliary is not unique. It is based upon the structure of many larger corporate entities.

In application, within the military background of the U. S. Coast Guard, and as a Federal entity, and its adaptation to an efficient corporate structure, makes it unique.

The U. S. Coast Guard Auxiliary, for administrative purposes, is divided into Flotillas, the basic unit, which generally consists of as few as ten individuals, and an average of thirty members. The officers of the Flotilla are a Flotilla Commander and Flotilla Vice-Commander, and certain required, and designated staff officers.

The next administrative units are divisions, which consist of five or more flotillas. The officers of the Division are the Division Captain and Division Vice Captain, along with certain required and other staff officers.

Districts are the next administrative units. Districts, generally correspond with U. S. Coast Guard Districts, except in certain U. S. Coast Guard Districts which contain large land areas.

These larger U. S. Coast Guard Districts are subdivided into Regions, which, for

administrative purposes, have the same attributes as other U. S. Coast Guard Auxiliary Districts. The officers of districts, and regions, are a District Commodore, District Vice Commodore and one or more District Rear Commodores, and certain required, and other district staff officers.

The members of the Flotilla, including their officers, make up the voting body of the Flotilla. The Flotilla Commanders, together with the Division officers, make up the voting body of the Division. In turn, the Division Captains, together with the District/Region officers, make up the voting body of the Districts/Regions.

The voting body of the National organization is made up of the National Commodore, the National Vice-Commodore, three National Rear Commodores, the District/Region Commodores, and a U. S. Coast Guard officer of the rank of Captain, assigned as Chief Director of Auxiliary by the Commandant. There are National staff officers which relate to the staff officers on all other levels.

The principal immediate past officer on each level continues as a voting member of that body, until such officer is no longer the immediate past principal officer of that unit.

This is the general make-up of the U. S. Coast Guard Auxiliary, for administrative purposes. For such administrative purposes, it has been well established for a number of years, and in practice, is satisfactory.

However, IT IS THE STRUCTURE of the organization, not its administrative units,

which gives it uniqueness of character.

Within the U. S. Coast Guard Auxiliary, it is called "VERTICAL AND PARALLEL STAFFING." Usually referred to as "STRUCTURE" in larger corporate organizations.

This structure seeks to bind each part of the membership together in one cooperative and cohesive body, designed to enable all parts of the organization to operate together as an integrated whole.

Beginning with the membership, as the base, it flows upward to the National body, and to the National Commodore, and promotes a corresponding returning flow back to the membership.

This is sometime referred to as the "CIRCLE OF EXECUTIVE AND ADMINISTRATIVE SUCCESS."

The "Vertical staffing", is the backbone of the organization; flowing from the membership through the various levels to the National body and the National Commodore, and hence returning to the membership as a whole.

"Parallel Staffing", on the other hand, is the eyes, ears, arms, legs and feet of the organization. It is the flow of information and cooperation among the officers upon each level, both from an executive, as well as an administrative, view point.

As the organization can function more efficiently if each officer, on each level, is in communication with all other officers on that

level, throughout the U. S. Coast Guard Auxiliary, they can share information, innovative ideas, and solutions with regard to their respective positions. In addition, this promotes coordination among the various aspects of the many missions and programs of the U. S. Coast Guard Auxiliary.

This applies not only to the respective elective officers, the "executives" upon each level, it also applies to the appointed staff officers, the "administrative managers" on each level.

While this can be charted (see outline in appendex) it is the force of the leadership of the organization itself, that demands the operation of this concept. As in any large corporate organization, it operates only because of the leadership of the organization, on all levels.

As important as the concept of parallel and vertical staffing is, to the U. S. Coast Guard Auxiliary, of more importance is VERTICAL AND PARALLEL THINKING. The structure provided the means of achieving the very necessary flow of communications from and to the individual member to and from the elected and staff officers, and assures cooperation on each level. Vertical and parallel THINKING is the incorporation of the organizational structure into the day to day operation of the organization by the elected and appointed officers - the executives and the managers. Vertical and Parallel Thinking is vertical and parallel staffing IN ACTION; and is that which binds the U. S. Coast Guard Auxiliary together as a united, dedicated organization. Dedicated to its missions and to the mandate embodied within the Act of the Congress

which created it, under the overall direction of the Commandant of the U. S. Coast Guard.

Leadership, within the U. S. Coast Guard Auxiliary is stressed and taught in formal courses of study.

It is interesting to note, that many large profit organizations, which have in the past been in a failing, or precarious financial position, have again become prosperous, because leadership realized that this necessary structure, which exists from the "production line" to the CEO (chief executive officer) was lacking, or forgotten, and when reinstated, the corporate organization again returned to efficient productivity, and profitability.

The U. S. Coast Guard Auxiliary, as volunteers, requires this incentive, more than those organizations which have profit as a motive. It avoids "burn out" of the membership, creates enthusiasm, assures that the members have current information concerning the organization and its programs, and puts to work the desire of the members to achieve in their volunteer efforts.

It is this enthusiasm and achievement of its members, which attracts other members who, like themselves, have both the desire and will to serve as volunteers in a worthy endeavor. This, plus a common interest in boating, private aircraft, radio, and serving in an organization created by Congress, as a volunteer part of the U. S. Coast Guard, and an integral part of the Federal Government, which sets the U. S. Coast Guard Auxiliary apart, not only as an organization, but also its members as individuals.

Uniforms are as much a part of the organization, as its unique character.

The uniform, patterned after the U. S. Coast Guard, except for differences in insignia, identifies the U. S. Coast Guard Auxiliary as a part of the U. S. Coast Guard "family" -- the U. S. Coast Guard, the U. S. Coast Guard military reserve, and the U. S. Coast Guard civilian reserve -- the Auxiliary.

The wearing of uniforms, under certain circumstances is encouraged, and is required when performing many U. S. Coast Guard Auxiliary activities.

Thus, although thought of as a civilian, paramilitary, organization, it has the attributes of an efficient, well organized, large corporate structure.

The CEO (chief executive officer) is the National Commodore. The National Vice Commodore is the Chief Operating Officer, responsible for the function of all of the operational staff officers. Those National staff officers, whose duties are primarily administrative, report to the National Commodore. This same concept is adapted to each level.

The three National Rear Commodores are "regional vice presidents." Each has the responsibility for programs and operation in each's respective area. The organization is divided into three areas -- Eastern, Central, and Western.

The functions of the National, and other staff officers are assisted, as necessary, by

additional staff officers under the direction of the primary staff officer.

It should be noted that the U. S. Coast Guard Auxiliary, is aware that there are civilian boating organizations which contribute to safe boating in a meaningful manner, and that the Civil Air Patrol contributes to searches in the area of marine safety. However, it is the fact that the U. S. Coast Guard Auxiliary is an instrumentality of the Federal Government, that sets it apart as an unique organization.

Thus, we began with "THE VOLUNTEERS", and we end with a well tuned structure, all operated by unpaid, dedicated members. "THE VOLUNTEERS" run a well functioning organization, a tight ship, which is safe, sound, and seaworthy. Always ready for another voyage! SEMPER PARATUS is the motto of the U. S. Coast Guard, and it most certainly applies to the U. S. Coast Guard Auxiliary members of the U. S. Coast Guard family. Always Prepared!

EPILOGUE

The future of the U. S. Coast Guard is bright. Much remains to be done. The quickly growing boating population and the demand for services from the boating public will continue to increase.

Continued Boating Education for the boating public, the Courtesy Marine Examination Program, the Patrols, and the need for Search and Rescue will continue to be in demand, as will the other programs of the U. S. Coast Guard Auxiliary.

As the facilities and personnel of the U. S. Coast Guard are stretched even thinner, the need for the U. S. Coast Guard Auxiliary, and its Volunteers will increase.

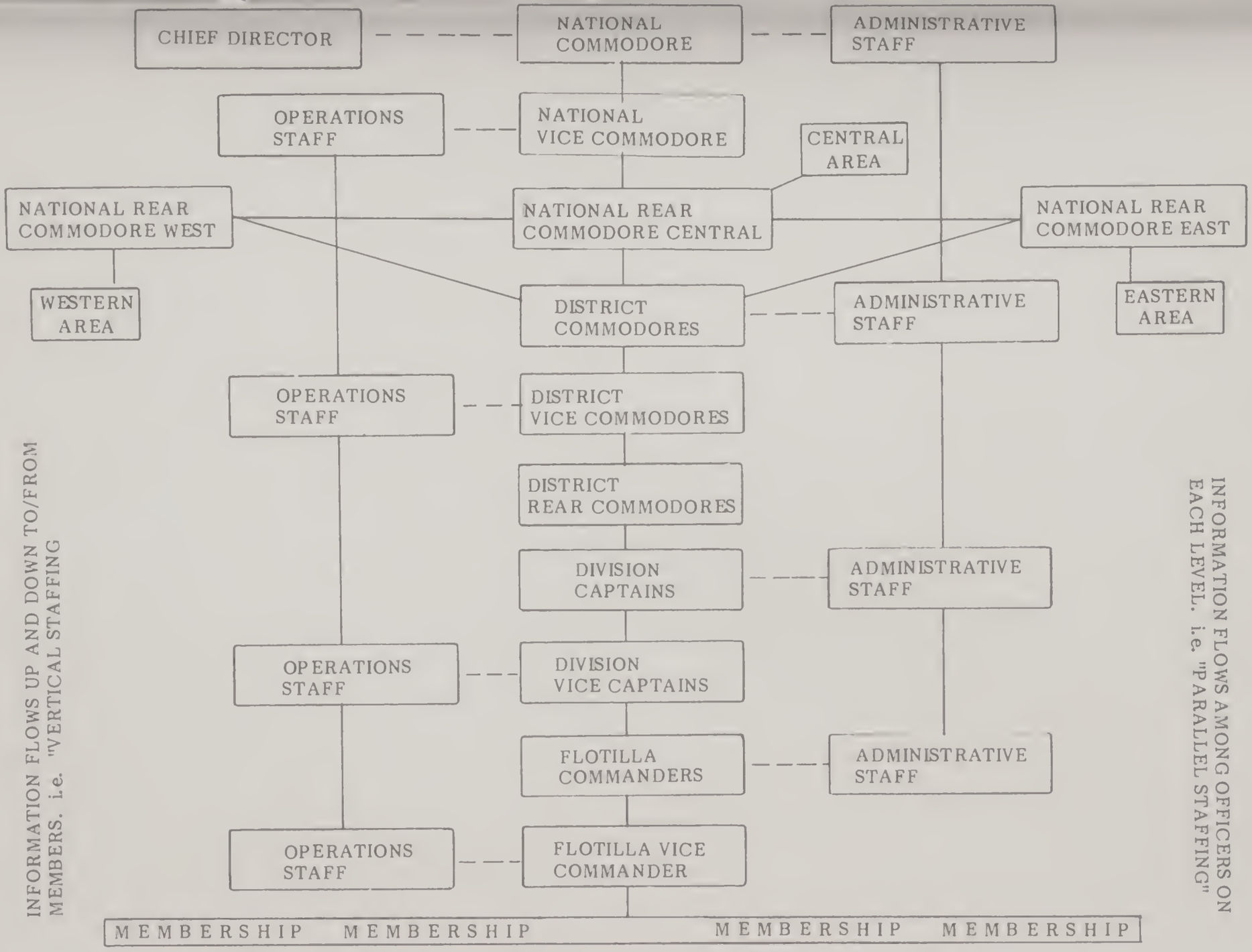
In words that have been used many times before:

"To the future Leadership of the U. S. Coast Guard Auxiliary: All those thousands of members of the past, who have contributed so greatly to this organization of VOLUNTEERS, have delivered to you the torch, flaming brightly with the accomplishments of those men and women, who gave of their time, talent, means, and yes, even their lives, to bring the U. S. Coast Guard Auxiliary from its beginnings in 1939, through those years of war and peace, to what it is today, and what it can become in the future.

"Keep its light burning brightly. Lead this unique organization to greater heights in the future. With inspiration and dedication to the original, and still existing, mandate of the U. S. Coast Guard Auxiliary, and in remembrance of the efforts and cheerful sacrifices of the thousands of members down through the years, the duties and responsibilities of future Leadership is clear, and it calls out to you from the past!"

APPENDIX

WHEN CIRCULATION STOPS SO ALSO THE ORGANIZATION
PROGRAM
CONTINUITY
INSPIRATION
LEADERSHIP
PLANNING
ADVICE
NATIONAL
DISTRICT
DIVISION
FLOTILLA
IDEAS
EXECUTION
INFORMATION
RECOMMEND
SUGGESTION
REQUEST


CHIEF DIRECTOR
NATIONAL COMMODORE
ADMINISTRATIVE STAFF
OPERATIONS STAFF
NATIONAL VICE COMMODORE
CENTRAL AREA
NATIONAL REAR COMMODORE WEST
NATIONAL REAR COMMODORE CENTRAL
NATIONAL REAR COMMODORE EAST
WESTERN AREA
DISTRICT COMMODORES
ADMINISTRATIVE STAFF
EASTERN AREA
OPERATIONS STAFF
DISTRICT VICE COMMODORES
DISTRICT REAR COMMODORES
DIVISION CAPTAINS
ADMINISTRATIVE STAFF
OPERATIONS STAFF
DIVISION VICE CAPTAINS
FLOTILLA COMMANDERS
ADMINISTRATIVE STAFF
OPERATIONS STAFF
FLOTILLA VICE COMMANDER
MEMBERSHIP MEMBERSHIP MEMBERSHIP MEMBERSHIP
INFORMATION FLOWS UP AND DOWN TO/FROM MEMBERS. i.e. "VERTICAL STAFFING
INFORMATION FLOWS AMONG OFFICERS ON EACH LEVEL. i.e. "PARALLEL STAFFING"

H. R. 5966

[Report No. 582]

AN ACT

To establish a Coast Guard Reserve to be composed of owners of motorboats and yachts.

MAY 16 (legislative day, MAY 8), 1939
Read twice and referred to the Committee on Commerce

JUNE 7 (legislative day, JUNE 5), 1939
Reported without amendment

[CHAPTER 243]

AN ACT

To establish a Coast Guard Reserve to be composed of owners of motorboats and yachts.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Coast Guard Reserve Act of 1939".

SEC. 2. In the interest of (a) safety to life at sea and upon the navigable waters, (b) the promotion of efficiency in the operation of motorboats and yachts, and (c) a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation and navigation of motorboats and yachts, and (d) facilitating certain operations of the Coast Guard, there is hereby established a United States Coast Guard Reserve (hereinafter referred to as the "Reserve") which shall be composed of citizens of the United States and of its Territories and possessions, except the Philippine Islands, who are owners (sole or part) of motorboats or yachts, and who may be enrolled therein pursuant to regulations prescribed under the authority of this Act.

SEC. 3. The Reserve shall be a voluntary organization and shall be administered by the Commandant of the Coast Guard (hereinafter referred to as the "Commandant") under the direction of the Secretary of the Treasury, and the Commandant shall, with the approval of the Secretary of the Treasury, prescribe such regulations as may be necessary to effectuate the purposes of this Act.

SEC. 4. The Coast Guard is authorized to utilize in the conduct of duties incident to the saving of life and property and in the patrol of marine parades and regattas any motorboat or yacht temporarily placed at its disposition for any of such purposes by any member of the Reserve: *Provided*, That no such motorboat or yacht shall be assigned to any such Coast Guard duty unless it is placed in charge of a commissioned officer, chief warrant officer, warrant officer, or petty officer of the Coast Guard during such assignment: *Provided further*, That appropriations for the Coast Guard shall be available for the payment of actual necessary expenses of operation of any such motorboat or yacht when so utilized, but shall not be available for the payment of compensation for personal services, incident to such operation, to other than the personnel of the regular Coast Guard.

SEC. 5. Any motorboat or yacht, while assigned to Coast Guard duty as herein authorized, shall be deemed to be a public vessel of the United States, and, within the meaning of the Act of June 15, 1936 (49 Stat. 1514; U. S. C., Supp. IV, title 14, sec. 71), shall be deemed to be a vessel of the United States Coast Guard.

SEC. 6. The Secretary of the Treasury shall prescribe one or more suitable distinguishing flags to be flown from the motorboats and yachts owned by members of the Reserve, and one or more suitable insignias which may be worn by such members. Such flags and insignias shall be furnished by the Coast Guard to members of the Reserve at actual cost, and the proceeds received therefor shall be credited to the appropriation from which paid. Any person who shall, without proper authority, fly from a motorboat, yacht, or other vessel, any flag of the Reserve, or wear any insignia of the Reserve, shall, upon conviction thereof, be punished by a fine not exceeding $100.

SEC. 7. No member of the Reserve, solely by reason of such membership, shall be vested with or exercise any right, privilege, power, or duty vested in or imposed upon the personnel of the Coast Guard.

SEC. 8. The services and facilities of the Coast Guard may be employed in the administration and operation of the Reserve; and the appropriations for the Coast Guard shall be available to effectuate the purposes of this Act.

Approved, June 23, 1939.

Amendment June 6, 1940

SEC. 8. Section 4 of the Coast Guard Reserve Act of 1939, approved June 23, 1939 (53 Stat. 855; U. S. C., 1934 edition, Supp. V, title 14, sec. 254), is hereby amended to read as follows:

"SEC. 4. The Coast Guard is authorized to utilize in the conduct of duties incident to the saving of life and property, or in the patrol of marine parades and regattas, any motorboat or yacht temporarily placed at its disposition for any of such purposes by any member of the Reserve: *Provided*, That no such motorboat or yacht shall be assigned to any such Coast Guard duty unless it is placed in charge of a commissioned officer, chief warrant officer, warrant officer, or petty officer of the Coast Guard during such assignment: *Provided further*, That appropriations for the Coast Guard shall be available for the payment of actual necessary expenses of operation of any such motorboat or yacht when so utilized, but shall not be available for the payment of compensation for personal services, incident to such operation, to other than the personnel of the regular Coast Guard. The term 'actual necessary expenses of operation', as used herein, shall include fuel, oil, water, supplies, provisions, and any replacement or repair of equipment or any repair of the motorboat or yacht where, upon investigation by a board of not less than three commissioned officers of the Coast Guard, it is determined that responsibility for the loss or damage necessitating such replacement or repair of equipment or such repair of the motorboat or yacht rests with the Coast Guard."

SEC. 9. The Coast Guard Reserve Act of 1939, approved June 23, 1939 (53 Stat. 854; U. S. C., 1934 edition, Supp. V, title 14, sec. 251), and the following is hereby further amended by adding at the end thereof a new section as follows:

"SEC. 9. Pursuant to such rules and regulations as the Commandant may prescribe, correspondence courses of the Coast Guard Institute may be made available to members of the Reserve: *Provided*, That the actual cost of the study materials for each such course shall be paid by the member of the Reserve taking such course and the proper Coast Guard appropriation shall be credited accordingly."

[CHAPTER 8]

AN ACT

To provide for the establishment, administration, and maintenance of a Coast Guard Auxiliary and a Coast Guard Reserve.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Coast Guard Auxiliary and Reserve Act of 1941".

TITLE I—REPEAL OF COAST GUARD RESERVE ACT OF 1939, AS AMENDED, AND ESTABLISHMENT OF COAST GUARD AUXILIARY

SEC. 1. The Coast Guard Reserve Act of 1939 (53 Stat. 854; U. S. C., Supp. V, title 14, ch. 9), as amended by Public Law Numbered 564, Seventy-sixth Congress, third session, is hereby repealed and in lieu of the United States Coast Guard Reserve provided for in such Act there is hereby created and established a United States Coast Guard Auxiliary (hereinafter referred to as the "Auxiliary").

SEC. 2. It is hereby declared to be the purposes of the Auxiliary (a) to further interest in safety of life at sea and upon the navigable waters, (b) to promote efficiency in the operation of motorboats and yachts, (c) to foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts, and (d) to facilitate operations of the Coast Guard.

SEC. 3. The Auxiliary shall be composed of citizens of the United States and of its Territories and possessions, except the Philippine Islands, who are owners (sole or part) of motorboats or yachts, and who may be enrolled therein pursuant to regulations prescribed under the authority of this Act.

SEC. 4. The Auxiliary shall be a nonmilitary organization administered by the Commandant of the Coast Guard (hereinafter referred to as the "Commandant") under the direction of the Secretary of the Treasury, and the Commandant shall, with the approval of the Secretary of the Treasury, prescribe such regulations as may be necessary to effectuate the purposes of this title.

SEC. 5. Subject to regulations prescribed under the authority of this Act, members of the Auxiliary may also be enrolled in the Coast Guard Reserve established by title II of this Act, and membership in the Auxiliary shall not be a bar to membership in any other naval or military organization.

SEC. 6. The Coast Guard is authorized to utilize in the conduct of duties incident to the saving of life and property, in the patrol of marine parades and regattas, or for any other purpose incident to the carrying out of the functions and duties of the Coast Guard which may be authorized by the Secretary of the Treasury, any motorboat or yacht placed at its disposition for any of such purposes by any member of the Auxiliary. No such motorboat or yacht shall be assigned to Coast Guard duty unless it is placed in charge of a commissioned officer, chief warrant officer, warrant officer, or petty officer of the Coast Guard or the Coast Guard Reserve established by title II of this Act during such assignment.

SEC. 7. Any motorboat or yacht, while assigned to Coast Guard duty as herein authorized, shall be deemed to be a public vessel of the United States, and within the meaning of the Act of June 15, 1936 (49 Stat. 1514; U. S. C., Supp. V, title 14, sec. 71), shall be deemed to be a vessel of the United States Coast Guard.

SEC. 8. Appropriations of the Coast Guard shall be available for the payment of actual necessary expenses of operation of any such motorboat or yacht when so utilized, but shall not be available for the payment of compensation for personal services, incident to such operation, to other than personnel of the regular Coast Guard or the Coast Guard Reserve established by title II of this Act. The term "actual necessary expenses of operation", as used herein, shall include fuel, oil, water, supplies, provisions, and any replacement or repair of equipment or any repair of the motorboat or yacht where, upon investigation by a board of not less than three commissioned officers of the regular Coast Guard, it is determined that responsibility for the loss or damage necessitating such replacement or repair of equipment or such repair of the motorboat or yacht rests with the Coast Guard.

SEC. 9. No member of the Auxiliary, solely by reason of such membership, shall be vested with or exercise any right, privilege, power, or duty vested in or imposed upon the personnel of the Coast Guard, except that any such member may, under such regulations as the Commandant shall prescribe, act in an advisory capacity to the Commandant in the administration of the Auxiliary. Any member performing such service shall, upon authorization by the Commandant, be entitled to actual expenses of travel and to a per diem allowance not exceeding $5 per day while performing such travel from and to his home and while engaged upon such service.

SEC. 10. All orders, rules, regulations, enrollments, privileges, or other benefits made, issued, or granted pursuant to the Coast Guard Reserve Act of 1939, as amended, and in effect on the date of the enactment of this Act, shall be applicable to the Coast Guard Auxiliary and shall continue in effect hereunder until modified or revoked in accordance with the provisions of this Act.

PART II—COAST GUARD RESERVE AND AUXILIARY

Chapter		Sec.
21.	Coast Guard Reserve	751
23.	Coast Guard Auxiliary	821
25.	General Provisions for Coast Guard Reserve and Auxiliary	891

§ 821. Administration

The Coast Guard Auxiliary established on February 19, 1941, is a nonmilitary organization administered by the Commandant under the direction of the Secretary. Aug. 4, 1949, c. 393, § 1, 63 Stat. 555.

§ 822. Purpose

The purpose of the Auxiliary is to assist the Coast Guard:

(a) to promote safety and to effect rescues on and over the high seas and on navigable waters;

(b) to promote efficiency in the operation of motorboats and yachts;

(c) to foster a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts; and

(d) to facilitate other operations of the Coast Guard. Aug. 4, 1949, c. 393, § 1, 63 Stat. 555.

§ 823. Eligibility, enrollments

The Auxiliary shall be composed of citizens of the United States and its territories and possessions, who are owners, sole or part, of motorboats, yachts, aircraft, or radio stations or who by reason of their special training or experience are deemed by the Commandant to be qualified for duty in the Auxiliary, and who may be enrolled therein pursuant to applicable regulations. Aug. 4, 1949, c. 393, § 1, 63 Stat. 555.

§ 824. Disenrollment

Members of the Auxiliary may be disenrolled pursuant to applicable regulations. Aug. 4, 1949, c. 393, § 1, 63 Stat. 555.

§ 825. Membership in other organizations

Members of the Auxiliary may be appointed or enlisted in the Reserve, pursuant to applicable regulations, and membership in the Auxiliary shall not be a bar to membership in any other naval or military organization. Aug. 4, 1949, c. 393, § 1, 63 Stat. 555.

§ 826. Use of member's facilities

The Coast Guard may utilize for any purpose incident to carrying out its functions and duties as authorized by the Secretary any motorboat, yacht, aircraft, or radio station placed at its disposition for any of such purposes by any member of the Auxiliary, by any corporation, partnership, or association, or by any State or political subdivision thereof. Aug. 4, 1949, c. 393, § 1, 63 Stat. 555; Aug. 3, 1950, c. 536, § 35, 64 Stat. 408.

§ 827. Vessel deemed public vessel

Any motorboat or yacht, while assigned to authorized Coast Guard duty shall be deemed to be a public vessel of the United States, and within the meaning of section 646 of this title shall be deemed to be a vessel of the Coast Guard. Aug. 4, 1949, c. 393, § 1, 63 Stat. 555.

§ 828. Aircraft deemed public aircraft

Any aircraft, while assigned to authorized Coast Guard duty shall be deemed to be a vessel of the Coast Guard within the meaning of section 646 of this title. Aug. 4, 1949, c. 393, § 1, 63 Stat. 556.

§ 829. Radio station deemed government station

Any radio station, while assigned to authorized Coast Guard duty shall be deemed to be a radio station of the Coast Guard and a "government station" within the meaning of chapter 5 of Title 47. Aug. 4, 1949, c. 393, § 1, 63 Stat. 556.

§ 830. Availability of appropriations

Appropriations of the Coast Guard shall be available for the payment of actual necessary traveling expense and subsistence, or commutation of ration allowance in lieu of subsistence, of members of the Auxiliary assigned to authorized specific duties and for actual necessary expenses of operation of any motorboat, yacht, aircraft, or radio station when assigned to Coast Guard duty, but shall not be available for the payment of compensation for personal services, incident to such operation, other than to personnel of the Coast Guard or the Reserve. The term "actual necessary expenses of operation," as used in this section, shall include payment for fuel, oil, power, water, supplies, provisions, replacement or repair of equipment, repair of any damaged motorboat, yacht, aircraft, or radio station and for the constructive or actual loss of any motorboat, yacht, aircraft, or radio station where it is determined, under applicable regulations, that responsibility for the loss or damage necessitating such replacement or repair of equipment, or for the damage or loss, constructive or actual, of such motorboat, yacht, aircraft, or radio station rests with the Coast Guard. Aug. 4, 1949, c. 393, § 1, 63 Stat. 556.

§ 831. Assignment and performance of duties

No member of the Auxiliary, solely by reason of such membership, shall be vested with, or exercise, any right, privilege, power, or duty vested in or imposed upon the personnel of the Coast Guard or the Reserve, except that any such member may, under applicable regulations, be assigned specific duties, which, after appropriate training and examination, he has been found competent to perform, to effectuate the purposes of the Auxiliary. No member of the Auxiliary shall be placed in charge of a motorboat, yacht, aircraft, or radio station assigned to Coast Guard duty unless he has been specifically designated by authority of the Commandant to perform such duty. Members of the Auxiliary, when assigned to specific duties as herein authorized shall, unless otherwise limited by the Commandant, be vested with the same power and authority, in the execution of such duties, as members of the regular Coast Guard assigned to similar duty. When any member of the Auxiliary is assigned to such duty he may, pursuant to regulations issued by the Secretary, be paid actual necessary traveling expenses, including a per diem allowance in conformity with standardized Government travel regulations in lieu of subsistence, while traveling and while on duty away from his home. No per diem shall be paid for any period during which quarters and subsistence in kind are furnished by the Government, and no per diem shall be paid for any period while such member is performing duty on a vessel. Aug. 4, 1949, c. 393, § 1, 63 Stat. 556.

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§ 832. Injury or death in line of duty

When any member of the Auxiliary is physically injured or dies as a result of physical injury incurred while performing any specific duty to which he has been assigned by competent Coast Guard authority, such member or his beneficiary shall be entitled to the same benefits provided for temporary members of the Reserve who suffer physical injury or death resulting from physical injury incurred incident to service. Members of the Auxiliary who incur physical injury or contract sickness or disease while performing any specific duty to which they have been assigned by competent Coast Guard authority shall be entitled to the same hospital treatment afforded members of the Coast Guard. The performance of a specific duty as the term is used in this section includes time engaged in traveling back and forth between the place of assigned duty and the permanent residence of a member of the Auxiliary.

(As amended May 14, 1974, Pub.L. 93–283, § 1(15), 88 Stat. 141; Oct. 30, 1984, Pub.L. 98–557, § 15(a)(3)(D), 98 Stat. 2865.)

CHAPTER 25—GENERAL PROVISIONS FOR COAST GUARD RESERVE AND AUXILIARY

Sec.
891. Flags; pennants; uniforms and insignia.
892. Penalty.
893. Limitation on rights of members of the Auxiliary and temporary members of the Reserve.
894. Availability of facilities and appropriations.

§ 891. Flags; pennants; uniforms and insignia

The Secretary may prescribe one or more suitable distinguishing flags, pennants, or other identifying insignia to be displayed by the motorboats, yachts, aircraft, and radio stations owned by members of the Auxiliary and one or more suitable insignia which may be worn by members of the Reserve or the Auxiliary, and may prescribe one or more suitable uniforms which may be worn by members of the Auxiliary. Such flags, pennants, uniforms, and insignia may be furnished by the Coast Guard at actual cost, and the proceeds received therefor shall be credited to current appropriations from which purchase of these articles is authorized. Aug. 4, 1949, c. 393, § 1, 63 Stat. 557.

§ 892. Penalty

Whoever, without proper authority, flies from any building, aircraft, motorboat, yacht, or other vessel, any flag or pennant or displays any identifying insignia or wears any uniform or insignia of the Reserve or the Auxiliary shall be fined not more than $500. Aug. 4, 1949, c. 393, § 1, 63 Stat. 557.

§ 893. Limitation on rights of members of the Auxiliary and temporary members of the Reserve

Members of the Auxiliary and temporary members of the Reserve shall be entitled only to such rights, privileges, and benefits as are specifically set forth for them in this title or as may be specifically provided for them in any other Act of Congress. Any Act of Congress which grants rights, privileges, or benefits generally to military personnel, or among others, to personnel of the Coast Guard and the Coast Guard Reserve, without specifically granting such rights, privileges, or benefits to members of the Auxiliary or temporary members of the Reserve, shall not be deemed applicable to members of the Auxiliary or to temporary members of the Reserve. Aug. 4, 1949, c. 393, § 1, 63 Stat. 557.

§ 894. Availability of facilities and appropriations

The services and facilities of and appropriations for the Coast Guard shall be available to effectuate the purposes of the Reserve and the Auxiliary. Aug. 4, 1949, c. 393, § 1, 63 Stat. 557.

PAST NATIONAL COMMODORES

PNACO Bert C. Pouncey, Jr.
1951 - 1952

PNACO John Brent Tanner
1956 - 1957

PNACO Alexander S. Bauer
1953 - 1954

PNACO Charles S. Greanoff
1958 - 1959

PNACO J. Webb L. Sheehy
1955

PNACO Bliss Woodward
1960 - 1961

PAST NATIONAL COMMODORES

PNACO Homer L. Byers
1962 - 1963

PNACO John B. Stone
1969 - 1970

PNACO Ellsworth A. Weinberg
1964 - 1966

PNACO Harry S. Osbourn
1971 - 1972

PNACO Grover A. Miller, Jr.
1967 - 1968

PNACO Harold B. Haney
1973 - 1974

PAST NATIONAL COMMODORES

PNACO Anderson A. Cordill
1975 - 1976

PNACO Aime R. Bernard
1981 - 1982

PNACO J. Kevin Mitchell
1977 - 1978

PNACO Martin S. Herz
1983 - 1984

PNACO Dr. Robert L. Horton
1979 - 1980

NIPCO Chris C. Lagen
1985 - 1986

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